Remarks

The present amendment responds to the final Official Action dated January 7, 2005 and is being filed concurrently with a request to continue examination. The Official Action rejected claims 1-28 under 35 U.S.C. §102(a) as being anticipated by *InfoMove Partners with Etak and University of Washinton to Deliver Real-Time Traffic Information to the Car via Wireless Internet*, Business Wire, January 5, 2000 ("InfoMove"). This sole ground of rejection is addressed below.

Claims 1, 6, 11, 12, 14, 15, 17, 23, and 25 have been amended to be more clear and distinct. In particular, claims 1, 6, 11, 12, 14, 15, 17, 23, and 25 have been amended to clarify that that geographically-sensitive messages are broadcast messages and that these messages are being filtered at the telecommunication terminal. Support for this amendment can be found, for example, at page 11, lines 3 and 4 of the present application. Claims 1-28 are presently pending.

The Art Rejections

As addressed in greater detail below, InfoMove does not support the Official Action's reading of it and the rejection based thereupon should be reconsidered and withdrawn. Further, the Applicant does not acquiesce in the analysis of InfoMove made by the Official Action and respectfully traverses the Official Action's analysis underlying its rejections. As detailed below, the Official Action misconstrues the claims and, as a result, fails to meet its burden of showing each and every element of the rejected claims in InfoMove.

InfoMove's reference date is January 5, 2000 while the present invention's filing date is December 11, 2000. It is not admitted that InfoMove is in fact prior art. Nonetheless, the present response addresses fundamental differences between the present invention and InfoMove rather than undertaking the burden of swearing behind InfoMove.

Claims 1-28 were rejected under 35 U.S.C. §102(a) as being anticipated by InfoMove. InfoMove is an article announcing a partnership between the companies, InfoMove and Etak, and the University of Washington. The partnership between InfoMove and the University of Washington is said to be for the purpose of cooperating on the development of a groundbreaking predictive traffic information system to forecast traffic flow by combining profiled content and data points gathered from individual cars on the road and to deliver personalized, real-time, location-specific Internet traffic reporting into a car. InfoMove, paras. 2 and 3. To this end, each InfoMove enabled car must transmit global positioning system (GPS) data to an InfoMove server where it is intended to be processed with Etak's traffic incident information and predictive traffic algorithms. After processing, the enhanced aggregated traffic data is then wirelessly transmitted, for each individual, back to each individual's enabled car, relayed to the driver and displayed in a graphical, driver-safe format. InfoMove, para. 7.

In stark contrast to InfoMove, the present invention addresses a technique for a telecommunications terminal for filtering geographically-sensitive information generally broadcasted to all or a plurality of telecommunications terminals within a service area of a base station. This advantageous filtering of geographically-sensitive information provides a telecommunication terminal a technique for disregarding messages that the user of the

telecommunications terminal has no interest in processing further. The telecommunications terminal determines whether a message's geographic location of relevance is within its geographic area of interest. If it is not, the geographically-sensitive-message is filtered out, leaving the telecommunications terminal to process only the geographically-sensitive-messages. By having each telecommunications terminal serviced by a base station perform this filtering function, the processing demand on the base station is advantageously reduced. . Claim 1, as presently amended, reads as follows:

> 1. A telecommunications terminal comprising:
> a receiver for receiving a plurality of broadcasted geographically-sensitive messages having associated geographic locations of relevance and for ascertaining a geographic location of said telecommunications terminal; and
> a processor configured to determine a geographic region of interest of said telecommunications terminal based on said geographic location of said telecommunications terminal, to determine whether the geographic locations of relevance associated with the plurality of broadcasted geographically-sensitive messages are within said geographic region of interest of said telecommunications terminal, and to filter out the broadcasted geographically-sensitive messages whose associated geographic locations of relevance are not within said geographic region of interest of said telecommunications terminal. (emphasis added)

InfoMove's disclosure does not address the problem of filtering of geographically-sensitive messages which are broadcasted and received by telecommunication terminals. InfoMove does not disclose a telecommunications terminal that filters received geographically-sensitive messages as presently claimed. Specifically, InfoMove does not disclose and does not make obvious a telecommunication terminal which determines "whether the geographic locations of relevance associated with the plurality of broadcasted geographically-sensitive messages are within said geographic region of interest of said telecommunications terminal," and filters out "the broadcasted geographically-sensitive messages whose associated geographic locations are

not within said geographic region of interest of said telecommunications terminal, as claimed in claim 1. To the contrary, InfoMove's disclosure appears to teach servers that send selected messages to selected mobile devices rather than sending a plurality of messages to a device that filters out messages that are not of interest. See InfoMove at para. 2 where the cited portion of text reads "to deliver personalized, real-time, location-specific Internet traffice reporting into [a] car." (emphasis added) As such, InfoMove's system would not have suggested addressing the problem of filtering geographically-sensitive messages which are broadcasted as addressed by the claimed invention, because its messages target the particular receiving device. See also independent claim 6, 11, 14, 17, and 23.

The Official Action suggests that InfoMove's teaching of pinpointing a driver's specific location, speed and direction as well as their current route to their final destination discloses geographically-sensitive information having a geographic location of relevance and intersecting the geographic location of relevance with the terminal's geographic region of interest. Applicant respectfully disagrees. InfoMove does not disclose or make obvious a technique of filtering geographically sensitive messages having a geographic region of reference. It is believed that InfoMove's teaching of "personalized" Internet traffic reports, requires messages to be specifically directed to a mobile device. And thus, InfoMove stands for a teaching away from the presently claimed invention.

With regards to claims 4, 9, 21, and 27, these claims claim a geographic region of interest which is based on "a priority of said geographically-sensitive message." Referring to the present application at page 12, lines 5-8, basing a geographic region of interest on a priority enables the

size of the geographic region of interest to be enlarged for higher priority messages. For example, a user is likely to be more interested in high priority messages for regions that are far away than for lower priority messages. InfoMove does not disclose and does not make obvious "a geographical region of interest" based on "a priority of said geographically-sensitive message."

Conclusion

All of the presently pending claims, as amended, appearing to define over the applied references, withdrawal of the present rejection and prompt allowance are requested.

Respectfully submitted,

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